

THE CANADIAN SCENE

By DOUGLAS A. SHENSTONE

THE second major trophy offered in Canadian gliding is now open for competition. Set up through the generosity of the British Aviation Insurance Company and administered by the Soaring Association of Canada, the trophy is a brilliantly conceived sculpture in gleaming steel and lucite by the internationally known sculptor, Emmanuel Hahn, whose graceful designs also dignify a number of Canada's silver coins. A miniature replica of the trophy will be presented annually to the successful competitor. It has been named the B.A.I.C. Trophy.

Rules for the competition specify that a candidate must be a resident of Canada who makes the best soaring flight of the year, judged by the Contest Committee of the Soaring Association of Canada.

The best flight of the year will normally be the longest cross-country flight. Only flights of over 35 miles will be counted. If in any year no cross-country flight of 35 miles or greater is made, the Trophy will be given for the greatest gain in altitude achieved in a free soaring flight.

Competition flights must be carried out in accordance with the following regulations:

1. The take-off and release point must be in Canada.
2. The annual competition period is the calendar year.
3. The results will be measured according to the FAI regulations for national and international record flights:

Distance: For cross-country flights the distance allowed will be the great circle distance from the point of departure to the point of landing. The point of departure is considered to be the point where the glider commences free flight. The loss of height between the point of release and landing point must not exceed one percent of the distance covered. A barograph need not be carried on cross-country flights unless there is any possible doubt that the total loss of height is greater than that allowed by FAI rules.

Altitude: For altitude flights the height allowed is the difference between the greatest height registered on the barograph chart and the lowest previous point registered subsequent to release.

A barograph, sealed by an official SAC observer must be carried in the glider and returned still sealed to the official observer at the completion of the flight.

In order to compete, a detailed flight report should be submitted to the SAC containing the following data:

FLIGHT REPORT

Name of pilot. Name of passenger or second pilot. Type of glider. Registration of glider. Place of take-off. Date of take-off. Method of launch. Exact location of release. Time of landing. Exact location of landing. Maximum altitude obtained registered by altimeter. Altitude of landing place registered by altimeter. Maximum altitude obtained recorded on

barograph chart. Tow-plane type and registration. Name of tow-plane pilot.

All data above should be certified by an official SAC observer. Landing data should be certified by two witnesses at the place of landing which must be identified beyond any doubt by a sketch or map showing exact location.

Altitude of the release should be certified by tow-plane pilot. Exact location of release should be certified similarly and in addition by one witness from the ground.

If barograph was carried, the chart should be submitted to SAC with report. Recorded altitude should be certified by SAC observer, giving also type and number of instrument used.

The Gull Gliding Club of Dartmouth, N. S., has just completed construction of a Dawydoff UT-1 Cadet (almost identical to the Kirby Cadet) after 18 months' work. George Dunbar, formerly of McGill University Gliding Club and a member of the Air Cadet Gliding Camp at Carp, Ont., in 1945, gives some interesting man-hour statistics on the construction of the Dawydoff, 70 per cent of which was done by some five club members.

Wing ribs, 208½ man-hours. Wing spars, 136½. Wings, 576. Fuselage, 535. Tail units, 240. Fabric, 329½. Metal Fittings, 187½. Misc. (including shop-work and trailer), 322½. Total, 2535½ man-hours.

Unfortunately the Department of Transport has only given permission for test-flights of this glider because of registration troubles and a question of the acceptability of the plans. However, the Club will conduct some valuable experiments this Winter in attempts to fly from frozen lakes in the vicinity of Dartmouth. Further reports on these efforts will be forthcoming.

The Gull Gliding Club normally operates from the Stanley Airport, Dartmouth.

The Gatineau Gliding Club of Ottawa recently held its annual banquet at the Chateau Laurier Hotel. This club has abandoned its former field at Kingsmere due to wet conditions and short season and is now located at Carp Airfield, a few miles outside the city.

A feature of the 1947 activities was the gaining of 26 gliding certificates by the Gatineau Club members, including seven "C" certificates. Club equipment at present includes the whole range from primary to high performance types of gliding craft. Ottawa, centrally located between Toronto and Montreal, is felt to be the ideal centre of a future gliding championship in Canada, with accessibility to Elmira, N. Y., also stressed.

It is reported that Queens University Gliding Club, Kingston, now boasts the largest membership of any gliding club in Canada, with 75 members. They are equipped with two Laister-Kauffmanns and one Grunau Baby.